

The Coast Guard **RESERVIST**



October 1990

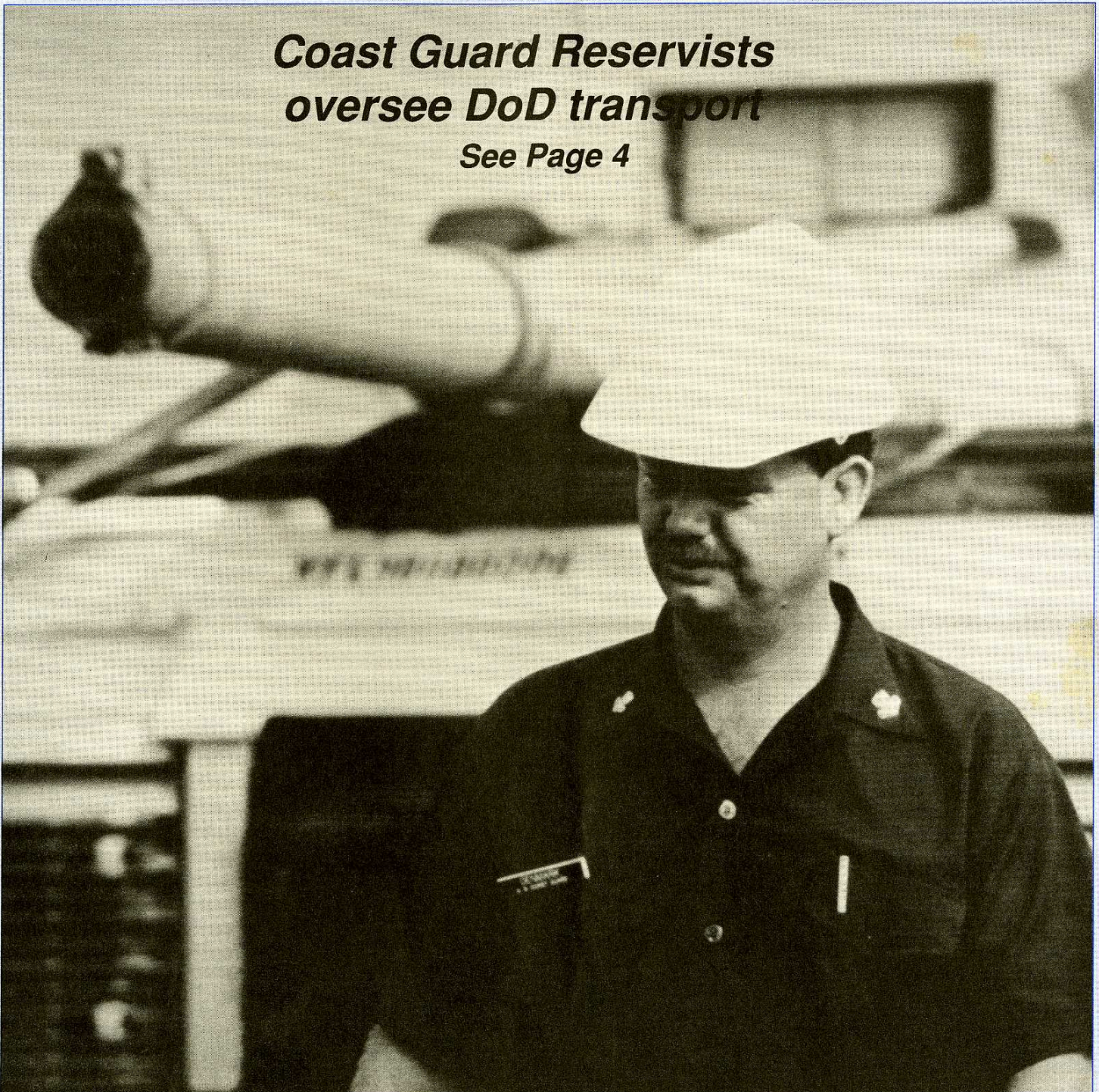
Serving the Reserve Community

Volume XXXVII, No. 5

Since 1941

Middle East Loadout Operations

*Coast Guard Reservists
oversee DoD transport
See Page 4*





A View from the Bridge

By RADM John N. Faigle



Chief, Office of Readiness & Reserve

other document to "implement" SPARCS. How rapidly we realize the future envisioned in this study will be influenced by ongoing developments within our operating environment and by budgetary opportunities, and will be determined by the identification of needs within the Service which

For an organization to remain relevant in a dynamic world, it must be constantly alert to ongoing changes — and anticipated future changes — affecting the environment in which it operates. This is as true of the Coast Guard Reserve as it is of a business enterprise or any other government agency.

Clearly, the environment in which our Coast Guard Reserve operates is changing rapidly. The political, economic, and military equation shifts almost daily, especially in Central Europe. There are now numerous reviews underway looking at the evolving role of the U. S. Armed Forces in the rapidly changing world order. The ultimate role for the Coast Guard Reserve will be dependent in many ways on the outcome of these reviews.

In mid-1989, a group of hard working and visionary active and Reserve Coast Guard officers, under the able leadership of RADM Bennett S. Sparks, completed a study which had been the focus of their attention for many months. The result of their efforts, the Strategic Planning and Reserve Capabilities Study (SPARCS), provided a vision of the future world in which the Coast Guard would operate, and recommended shifts in Reserve Program emphasis to prepare for that future.

The SPARCS report has by now been read by most of the Coast Guard's senior management, both active and Reserve. Several Flag officers and Captains have provided their comments to me. Those comments make it clear that broad support exists for expanding augmentation to support a wider range of operational missions, and that the need to balance contingency and surge support with preparation for mobilization is generally well recognized.

SPARCS pointed to the future, but it was not intended as an "action plan" for getting there. As a result, you will not see a Commandant's Instruction or

can be met by its Reserve component.

SPARCS describes a direction; it is not a destination.

Not since the beginning of our current augmentation training effort in the early 1970s has the Coast Guard faced a greater opportunity to expand the integration of its active and Reserve components. To this end, I have asked my Headquarters staff to look at a new concept, Operational Augmentation Training and Support (OATS). They will soon develop guidelines for improving augmentation as a training method and as a source of mission support.

In addition to extending augmentation support to a wider range of Active Service missions, our pro-

gram's future should include improvements in our formal training effort, possible structural changes, more efficient administration, and an enhanced program image.

If the Coast Guard Reserve is to remain relevant into the 1990s, we must invest our energies

"If the Coast Guard Reserve is to remain relevant into the 1990s, we must invest our energies in the mix of missions which the public will see as being to its greatest benefit in this rapidly changing world."

in the mix of missions which the public will see as being to its greatest benefit in this rapidly changing world.



On the cover

DC2 F.W. Denmark, a member of the Maritime Security Team from RU Station St. Simons Island, grimaces in the hot humid Georgia air as he goes about his duties in Savannah for the Middle East loadout. Over 200 Coast Guard reservists were called to active duty in Savannah and Jacksonville, over 100 were called to assist in "Task Force Texas," while approximately 100 from D5 helped out in Wilmington, N.C. It was the largest call up of Coast Guard reservists since the Mariel Boatlift in 1980. This photo was taken by Chuck Kalnbach, G-CP Audio Visual. Expanded loadout coverage begins on Page 4.



Your Turn . . .

Age bias response

Editor's note: This letter is in response to BM1 Robert Fong's letter in the May 1990 Reservist:

The Commandant on age: the physical ability of the person to perform their duties and perhaps the lack of stamina to endure physical as well as mental stress.

I hope our new Commandant does not see it this way. If the Coast Guard is to exist as a service, the senior people make it work. My father was in World War II and 36 years old when he enlisted as an E2 in the Coast Guard. There wasn't any problem then. I've seen the younger person in many different situations along with the older person. The young one goes in knowing nothing will happen to him where as the older person knows he may not make it out alive. It doesn't stop them from doing the job.

Age has some advantages. The military system is very complicated. It takes years to understand how to make it work for you — not against you. This in itself can save man hours and money. Throughout my career in the regulars I have seen the same mistakes made over and over again. When a key person gets transferred, if proper relief wasn't sent to overlap, simple problems will turn into major ones. I think age and experience is leadership.

We do have older people in the reserve, doing jobs of younger people. They have to, to be accepted by the regulars. But they are there because they want to be. Age is something that happens to everyone. No one likes it, but you live with it. You make adjustments to do a job as good as before. Sometimes it comes out better. Then there are times it doesn't. That's how you learn.

I have served in the regulars and reserves about the same amount of time, and some of the most dedicated people I have ever met are reserves. If I had to pick a crew for a mission, the youngest would be 38. They are Coast Guard and proud of it. My hats off to that BM1.

— MKC Wayne Collette
Hyannis, Mass.



Editor's Turn... Historic Summer

Every summer during the 1970s and early 80s, my sister, her husband and their friends would faithfully attend the Grand Haven Coast Guard Festival the first week in August.

"It's great!" my sister would enthusiastically announce after returning from the festival held each year in Coast Guard City, USA. "They have a parade, fireworks, the world's largest musical fountain, bands and a lot more. You should go!"

At that point, I was still living in my hometown, Ludington, Mich., only 70 miles north of Grand Haven, but had never seriously considered attending the festival. Finally, in 1985, I made the trek to Grand Haven and it was as sis had said... great! However, I was still two years away from enlisting in the CG Reserve, let alone knowing I would be back this year — in a CG uniform.

What a celebration the Grand Haven Coast Guard Bicentennial Festival was. The entire two-week festival was a class act — small town America at its best! As the fireworks lit up the sky over Grand Haven Aug. 4 — climaxing the Bicentennial celebration — I noticed CG small boats patrolling the Grand River, providing a security zone. Here was the Coast Guard, celebrating its 200th birthday and still working — they just don't rest.

Originally, our intent was to run expanded Bicentennial coverage of the CG Festival and Bicentennial events from across the nation but...the fireworks' smoke had barely cleared when the Coast Guard and Coast Guard Reserve were called to assist with the loadout in Savannah, Jacksonville, Texas and Wilmington, N.C. for Operation Desert Shield in the Middle East. While PA2 Steve Blando of G-RS-1 scurried down to Savannah to cover events there, PA1 Helen Carney of RU MSO Jacksonville was documenting the Jacksonville loadout. Meanwhile, PACS J.L. Gibson of D8(dpa) was getting the scoop as the "Texas Task Force" went into action and LTJG Nona Smith of D5(rst) sent us Wilmington loadout news as the press time gong sounded. All of these accounts begin on Page 4 and run through Page 9. Also, be sure you read up on CHAMPUS health care for reservist's dependents in case you have been or may be called to active duty. This important article appears on Page 12.

In order to bring you this expanded coverage of the CG Reserve's involvement in the loadout, we were forced to drop Tip O' the Hat, Officers' Call and TEMAC listings. Our Bicentennial round up, along with these regular columns will reappear next month. Indeed, it has been a busy but historic summer for the CG and CG Reserve. And, we hope you enjoy this issue documenting the loadout as the CG enters its third century and as the CG Reserve approaches its 50th birthday. — Ed Kruska

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From here on . . .

Middle East Loadout.....4

Coast to Coast Reserve10

First Call...to Quarters.....12

CGR turns 50 in 199113

Golove Sr. Reserve Flag.....14

CIOR competition14

Fit for Duty — Fit for Life...15

Women in the Coast Guard.16

Campaign Drug Free.....16

CG Reservists called up to assist in Middle East loadout

Largest call up since 1980 has CG reservists hopping at Savannah, Jacksonville, Texas & Wilmington

Savannah

By PA2 Steve Blando, G-RS-1

Fast on the heels of the Iraqi invasion of Kuwait, America's response included the largest peacetime military movement ever of troops and cargo bound for the Middle East. This response resulted in the largest Coast Guard Reserve voluntary call up since the Mariel Boatlift of 1980.

Reservists from Charleston, S.C., St. Simon's Island and Savannah, Ga., assisted in the loading of troops and cargo onto Military Sealift Command (MSC) vessels destined for the Middle East.

While the ships belong to the Navy, and the weaponry and equipment to the Army, it took the Coast Guard to get them loaded securely, and then provide safe escorts for the vessel's transit to open sea.

During the initial two weeks of the operation, nine sealift vessels were loaded with troops and machinery from nearby Fort Stewart's 24th Infantry (Mechanized) Division.

Hurricane response?

Before the operation began, and with short notice, the process for bringing the reservists aboard was put into motion. In order to determine the reservist's availability for the loadout, without revealing the nature of the operation for security reasons, local reserve members were called and asked if they could participate in a one-week hurricane response drill.

"We called all area reservists to ask if they were available for recall to assist in an area devastated by Hurricane Richard," said LT Ray Burke, Command Duty Officer for the Operation. "No lip service — if they said they could go, we expected to see them if orders were cut."

The reservists who said they would be available

when initially called, were then called again, and this time given the true nature of the operation.

The Reserve readiness planners were given a 48-hour window from call up to actual report. And while they were bringing the reservists on board, their active duty counterparts got busy.

"Before the reservists reported aboard on Saturday we had a lot of work to do," said LT Timothy Mann, Port Operations for MSO Savannah. "We performed harbor surveys, checked the piers and made intelligence contacts with the FBI, DoD and Coast Guard intelligence."

Additional forces, including the cutter *KEY LARGO*, out of Savannah, and a 41-footer from nearby Station Tybee and three port security boats were chopped to the MSO for use in the operation. In addition, the MSO served as liaison with Air Station Savannah to coordinate overflights of the Savannah River.

By the time the first of the sealift vessels, *Capella*, was at the sea buoy and ready to enter the channel Saturday morning, the reservists were aboard.



Photo by PA2 Steve Blando, G-RS-1

A reserve 22-foot boat crew from RU Station St. Simons Island patrols alongside KEY LARGO and USNS Bellatrix.

Coast Guard's multi-tasks

Coast Guard involvement included the maintenance of a security perimeter of 200 yards both on the pier and afloat. In addition, a Military Security team, composed entirely of reservists, was responsible for the loading of equipment, munitions and supplies aboard the massive vessels.

The job of stowing the equipment was a formidable task considering the division consists of nine battalions, whose weaponry includes 155 mm artillery, multiple launch rocket systems, 150 M-1 tanks and a similar number of Bradley fighting vehicles. In addition, Fort Campbell, Ky., delivered dozens of Apache and Cobra helicopters to be loaded aboard the fast, sealift ships.

The ships were massive, measuring over 900 feet in length with a full five decks for loading cargo. Originally built for Sea Land, a commercial shipping corporation, the military purchased the ships almost a decade ago. Since retrofitted to accommodate the military's needs, the nine ships loaded in Savannah, in addition to a number of ready-reserve vessels, comprise the bulk of America's fast, sealift capability.

The Middle East Loadout

KEY LARGO, a Coast Guard 110-footer, was given tactical command of the port security vessels that maintained the security zones. **KEY LARGO** would also become the lead vessel for MSC vessel arrivals and departures.

Despite the unprecedented size and scope of the operation, the Coast Guard and Coast Guard Reserve managed to answer "the call" every time their need for involvement arose.

The successful job performed by the Coast Guard in Savannah, and in prior loadout drills and exercises with the joint commands, has solidified the Coast Guard's place in these contingency operations.

"When we first started taking part in loadouts in the 1980s, the other military components were at first reluctant to accept Coast Guard participation — particularly that of the Coast Guard Reserve," said Burke. "They have since become educated as to what we can accomplish, and have come to not only expect, but depend on our participation."



More loadout stories & photos on Pages 6-9.



Photo by PA1 Chuck Kalnbach, G-CP Audio Visual

DC2 F.W. Denmark of RU Stations St. Simons Island, a member of the Maritime Security Team checks tanks before being loaded onto ships heading for the Middle East. Denmark was one of over 200 Coast Guard reservists who helped out at Savannah and is part of the largest call up since 1980.

The time is now: readiness planning pays off

By PA2 Steve Blando, G-RS-1

For LT Ray Burke of Reserve Group Charleston, the time is now. As a readiness planner, it has previously been his task to put together scenarios, devise strategies, establish contingency plans, and identify roles and players for the Coast Guard's participation in military troop and equipment loadouts.

Planning and participating in a number of drills and exercises over the past several years has given him a feel for how it has to be done. Now, this is not a drill, and Burke finds himself Command Duty Officer for Operation Hurricane Richard, working out of MSO Savannah. Monitoring the day-to-day operational aspects of the loadout, he is pleased — so far, so good.

Burke and LT John Brown of Station St. Simon's Island were tasked with call up and activation of over 80-plus Coast Guard reservists for this loadout.

Under the guise of a hurricane response drill, the reserves were called and asked about their availability to respond for a week's participation. The second round of calls were made to reservists who said they would come, to give them basic details of the actual mission.

"From initial notification, to the time we filled our operational needs, amounted to only 48 hours," said Brown. "The response was incredible."

Burke notes sharp contrasts between the turnaround time for bringing these reservists onboard, with the last extensive recall of reserve personnel — the Mariel Boatlift in 1980.

"During the boatlift, we knew it was just a matter of time before we were called to come in, yet it was some time before reserve help was solicited," said Burke, a veteran of Mariel. "This call-up was much more timely, as our reservists were called in while things were still heating up."

A lot of lessons concerning reserve notification and participation were learned during the Mariel Boatlift, and Burke believes the process for bringing the reserves onboard is significantly better.

"We've now come full circle, and have a better understanding of what our needs are in a situation like this. We have the mechanisms in place to call the reservists in," said Burke. "Our pre-planning enables us to identify the jobs that need to be done and train our people to carry them out — and it's working well," he added.

The Middle East Loadout

PS's "in charge" at loadout

Story and photo by PA2 Steve Blando, G-RS-1

As the massive Naval Vessel *Bellatrix* sits in her berth, an Army M-1 tank rolls noisily up a ramp and through the cargo door into her hold. Behind this vehicle, a steady stream of replica M-1s form a crooked line far down the pier, waiting to grind their way aboard.

The temperature is 90 degrees and rising on this sultry, humid Georgia afternoon. On the pier, PS3 Tom McCook of RU MSO Savannah and PS3 Sam Shifflett of RU MSO Charleston, dripping with perspiration, carefully observe the tank's slow roll into the belly of the ship.

The men's sweat-soaked state is attributable to their traversing of the ship from stem to stern, constantly advising the Army and longshoremen on the safe handling and stowage of the various cargo. Typically, they advise, but they can and will direct. They provide this



PS3 Sam Shifflett (left) of RU MSO Charleston and PS3 Tom McCook of RU MSO Savannah make the rounds.

direction without hesitation.

Given the scope of the operation, with millions of tons of equipment and hundreds of personnel scurrying about, the two look inconspicuous to the casual observer. But, to the longshoremen and other military personnel tasked with loading this equip-

ment, they are well known.

These Port Securitymen are "in charge" of putting the equipment aboard, and with maintaining some sense of order in the loading and storage of the cargo. They know that, potentially, the machinery of war could be as dangerous in transit as it is on the battlefield.


Given the nature of what's coming aboard, the two reservists have a monumental task. A wide selection of tanks, Bradley Fighting Vehicles, Apache and Cobra helicopters and multiple fuel tanks — all vie for space in the severely cramped quarters aboard the 900-foot vessel.

In addition to seeing that everything reaches its proper placement among the five decks of the vessel, the two members of the seven-man Maritime Security Team also provide perimeter security for the area, and are responsible for hazardous material control onboard the vessel.

With 9mm weapons at their sides, they are part of a Coast Guard contingent that forms the *only* armed security team in this perimeter area.

McCook, one of the reservists who was "taken by surprise" when he found he was not reporting to just another hurricane drill, likes what he sees during this loading of the *Bellatrix* — the third vessel to be loaded since the operation began.

"Everything is going a little easier now, the Army is getting into the swing of loading these things," said McCook. "The first ship took about 72 hours to get loaded, now they're doing it in 48."

"While the Army knows these weapons and how to use them, when it comes to putting and stowing these things aboard ships, we (the Coast Guard) are the experts," said McCook, proudly. 

The real thing: despite conditions, crew wouldn't miss it for the world

Story and photo by PA2 Steve Blando, G-RS-1

Where the Savannah River runs adjacent to the Garden City docks, three "non-standard" Coast Guard port security boats, 25, 24 and 20-footers, patrol the river and maintain the waterfront security zone while the Military Sealift Command vessels are loaded.

It is now day five of the loadout and the crew of the 24-foot boat is in the middle of an eight-hour shift on the river. The four-member crew of reservists, headed by PSCM William Lyle, Jr., scan the shoreline while keeping an eye ahead for civilian traffic entering the area.

Lyle, a member of the Reserve since 1972 and a participant in the Mariel Boatlift as well as over 20 Space Shuttle ops, is a Savannah native. He maneuvers the craft through familiar waters with skill and precision. A veteran of several loadout exercises, he feels comfortable in the mission with which he has been tasked.

"This is why we do the training, and it has paid off," said Lyle. "Now that it's the 'real thing,' I'm glad to see us taking an active part."

Two of the crewmen, MK1 Pat Systare and PS1 Dan Consos, sit on the bow of the boat and monitor the vessel traffic approaching the



PSCM William Lyle, Jr. scans the shoreline while keeping an eye out for civilian traffic.

security zone. The occasional pleasure craft making way in the direction of the loadout is stopped or slowed with the boat's flashing blue light. BM3 Jordan Wolff notes the boat's hull number, logs the information, and the boats are then turned away. Always...they cooperate.

The Middle East Loadout

The crew must stay alert during the eight-hour shift, since it is their responsibility to thwart river-based attempts to disrupt the loadout. But today, it's only routine traffic on the river, two alligators and a few birds on shore. Relieved at 4 p.m., the crew will be back tonight for a midwatch, and despite it all, they are glad to be pulling duty in Savannah.

"The hours are lousy, the food is bad and the weather is terrible," said Lyle, "but I wouldn't miss this for the world."



Jacksonville

Phone calls really "reach out to touch" Coast Guard reservists

Story by PA1 Helen Carney, RU MSO Jacksonville

Never underestimate the power that a telephone call can have on your life and never, ever underestimate the commitment of the Coast Guard Reserve to live up to the Coast Guard motto "Semper Paratus — Always Ready."

These two points were quickly brought home to Coast Guard reservists, their families and their employers as the military build-up in the Middle East escalated over the past three weeks.

For some, the phone call asking them to return for special active duty came during breakfast. Others were awakened at dawn, but most of them got the call at their jobs.

For PSCS Robert Riker, the call came just as he returned to his job at the Miami Police Department following a six-day MPS (Military Prepositioning Ship) operation in Jacksonville.

"I had barely crossed the threshold at my office when I got the call from Master Chief Grant," he said with a weary smile. "I called my wife and asked her to get my uniforms ready, told my boss that I had to leave, and within a few hours I was back on I-95 heading toward Jacksonville."

Over the next few days, more than 41 reservists from Charleston, Atlanta, Port Canaveral, Miami, Jacksonville, Tampa and St.

Simons Island assembled in Jacksonville, Fla., to assist with the loading of the Department of Defense's Military Traffic Management Command (MTMC) vessels carrying supplies and equipment bound for the Middle East. Most of the Coast Guard reservists called were port security rated, but yeomen, storekeepers, boatswain's mates, and a variety of other rates responded to the call.

According to PSCM Tom Grant, Explosive Handling Supervisor Coordinator and a reservist from Vero Beach, Fla., who spearheaded the scheduling effort for the Coast Guard in Jacksonville, responding quickly to military ship loadings is something Coast Guard Reserve personnel are well prepared to do.

"We have a team of some 35 Coast Guard reservists who assist with the loading of ships used in the Maritime Prepositioning Ship (MPS) operations," said Grant. These operations and the personnel who help implement them are part of DOD's rapid deployment strategy. These reservists have been involved in over 40 of these operations, providing support for 13 scheduled MPS operations each year."

The key: in-depth training

Grant says that in-depth training has been the key to the Coast Guard Reserve's ability to respond so professionally to the current crisis.

"The Port Security rating is exclusively a Coast Guard Reserve rating," added Grant. "In the Coast

Guard, it is the reservist who is the expert concerning the safe loading of ships and the proper handling of hazardous cargo. When the call goes out, our people know what to do and have the confidence as well as experience to come on site, take charge and get the job done quickly and efficiently.

"We provide security for the waterside and assure it is provided at the pier. We inspect the stowage of the cargo to insure that the vessel is being loaded safely and in compliance with all regulations," Grant explained. "We also have boat crews maintaining a security zone around the vessel during loading operations. In addition, these boat crews act as escorts when the ship departs the harbor."



Photo by PA1 Helen Carney, RU MSO Jacksonville

A 32-foot port security boat patrols next to the pier at the Blount Island facility in Jacksonville. Coast Guard reservists from six units assisted with the Military Traffic Management Command vessel operations. The MTMC ships carried equipment and supplies bound for the Middle East.


The Middle East Loadout

Developing a well-trained, Reserve force capable of providing immediate response to all contingency operations has long been the goal for CG units in Northern Florida.

CAPT Robert O'Pezio, Captain of the Port, MSO Jacksonville, said, "On Friday, Aug. 10, the call went out for help with the loading operations and by the following Monday, we had nearly three dozen reservists on site, ready to stand 12-hour watches, day or night. The 'can do' attitude these reservists display is admirable."

LCDR Mark Trammel, Commanding Officer of Reserve Unit MSO Jacksonville, believes that his unit's preparedness is the result of hard work on the part of both active duty and reserve personnel.

"Coast Guard reservists in the area would not be as well trained as they are, if it weren't for the unselfish attitude of the Coast Guard active duty personnel in the area," he said. "Active duty personnel have come on their own time, usually weekends, to train the reservists. They go out of their way to make certain we know what we need to get the job done."

The current events in the Middle East have given the Coast Guard and Coast Guard Reserve the opportunity to prove once again that we are not only willing, but ready to respond to "the call." 

No paid vacation

By PA1 Helen Carney, RU MSO Jacksonville

If you think the time reservists spend on active duty is a paid vacation, think again.

Coast Guard Reserve personnel involved in the loading of ships in Savannah and Jacksonville are putting in long, difficult hours. The port security personnel spend from eight to 12 hours on duty, nearly 98 percent of the time standing up. The day shift works in temperatures exceeding 95 degrees Fahrenheit, with high humidity. They are in direct sunlight, checking equipment as it is loaded, and monitoring safety regulation compliance. Throughout the day, they run up and down ship's ladders, verifying the loading operation and checking constantly with the ship's captain and crew.

The night shift faces different problems. Mosquitos swarm, and while it is cooler, the job remains the same despite decreased visibility, since the ship's loading operation goes on around the clock.

Heat and long, often monotonous hours face the boat crews as they maintain a security zone around the cargo ships. Hour upon hour they patrol the narrow zone, warning off vessels which stray too close to the loading operation. The security zone is maintained night and day.

Inside the Officer-of-the-Day's shack, a radio watch is maintained 24 hours a day. Important communications are monitored and messages relayed. The watch must always remain alert.

So, the next time you are tempted to think of reserve active duty as a paid vacation, remember the work done in support of Desert Shield during the summer of 1990.

Texas

Task Force Texas: It's working in Lone Star State as over 100 called up

Story and photos by PACS J.L. Gibson, D8(dpa)

Coast Guard reservists from Texas to Alabama are among those involuntarily called up from around the country to support "Task Force Texas," one of the military loadout operations supporting "Desert Shield."

In La Porte (Port of Houston) and Beaumont, Texas, the Coast Guard Reserve joined forces with active duty Coast Guard, Army, Army Reserve, Navy, Navy Reserve and civilians — stevedores, pilots, and dock workers — to make Task Force Texas successful.

A total of 134 Coast Guard reservists are working with Marine Safety Offices in Houston, Galveston and Port Arthur, Texas, serving as boat crews and safety and security patrols. According to LT Sharon Richey, 8th District (rst), 82 reservists are working out of MSO Houston, 40 in Port Arthur and 12 at MSO Galveston.

"We got the word of the involuntary call-up Friday, Aug. 24, at 7 p.m. and called 112 reservists," said LT Richey. "By the following Monday at 4 p.m., 100 percent had reported."

"Then, on Sept. 9, 22 more reported — 10 to MSO Houston and 12 to MSO, Galveston," added LT Richey.

According to Tom McKenzie, spokesman for the Military Traffic Management Command, Task Force Texas is the largest outload operation undertaken in

Texas since Vietnam.

During the '60s and '70s, Beaumont was used extensively as a resupply port. McKenzie said equipment would be shipped from Texas as long as it is needed in the Middle East. Once the crisis is over, much of the same equipment will return through the same ports, creating a long term need for extra Coast Guard personnel in the southeast Texas ports — a need being filled by reserve personnel.



PS1 Lee Wood of RU Dallas keeps watch at Barbours Cut. He is one of 82 CG reservists activated to assist Task Force Texas.

Safety problems

When the operation began, a large number of safety problems were found with the Army

The Middle East Loadout

vehicles waiting to be shipped. These problems decreased as the Army learned Coast Guard shipping regulations.

MK2 Robert Hadley, an active duty Coast Guardsman working on the outload, said, "We had a few problems with loose ammunition when they [the Army] first started bringing in the track vehicles.

"The vehicles are checking out okay now that the Army understands what is necessary and allowable when loading a vehicle," he stated.

The reservists working in La Porte have stepped into their "active" roles with few problems. Hadley sees little difference between the reservists in his section and active duty personnel.

"They have a job and they know how to do it," he said.

Statutes that spell "relief"

PS3 Becky Jordan, a college student majoring in psychology, is one of the reservists involuntarily called up from RU Dallas. She stood dockside security watch until Army Military Police arrived. Now she does roving safety and security patrols

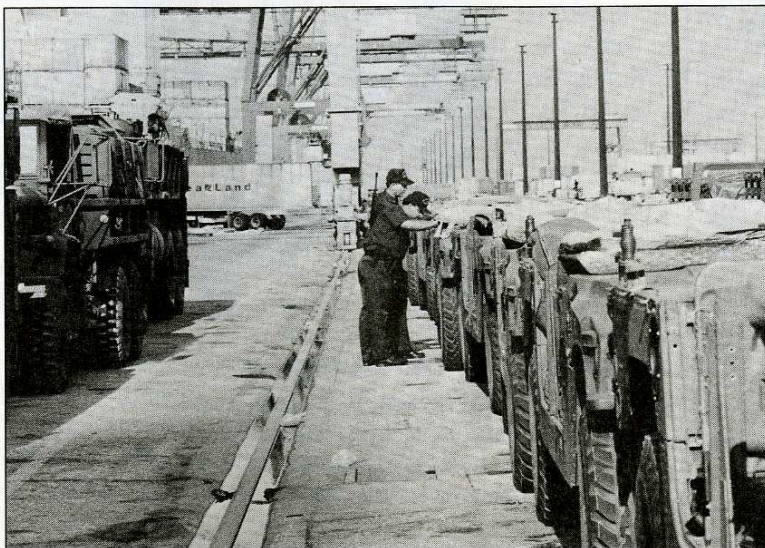
"I do safety checks on vehicles to make sure they are safe to be loaded," she said. She notes any problems she finds and makes sure they are fixed before the vehicle is loaded.

For Jordan, her call to active duty has put her college education "on hold" along with her civilian job with a trucking company. For other reservists, it means even greater disruptions of their civilian life including smaller paychecks and unhappy bosses. For the most part though, reservists are getting help from the Soldiers and Sailors Civil Relief Act of 1940 as well as the Veterans Reemployment Rights Law.

Under these statutes, reservists may receive, upon application, credit relief. Reemployment rights are automatic if the reservist meets basic provisions. (See ALDIST 240/90). Some of the reservists are now being paid by their companies — but only the difference between their military pay and their normal salaries.

Despite problems — enthusiasm


Calling 134 reserves to active duty did create some logistics problems, especially when it came to berthing and messing. These problems were solved by contracting



MK1 Brian Ferring of Group Galveston and PS1 Lee Wood of RU Dallas inspect vehicles waiting to be loaded for transport to the Middle East.

with local hotels for rooms and dining. Active duty ID cards were another problem solved by long hours spent processing paperwork. Since the reservists were involuntarily recalled, they were placed in an active duty status. This meant issuing green military ID cards to each reservist and processing all the paperwork necessary for the new "active" personnel to get paid on time. Knowing that there would be problems did not dampen the enthusiasm or

patriotism of the Coast Guard reservists. CWO Vernon McGee, a reservist working in

administration at MSO Houston said, "Reservists were ready...from the start, our phones were ringing off the hook with volunteers." 

Wilmington, N.C.

One hundred CG reservists get the call for D5 loadout operations


By LTJG Nona Smith, D5 (rst)

The 5th District called up 92 reservists on a volunteer basis for two and one-half weeks to assist in enforcing the safety zone at the North Carolina Port Authority's loadout of army equipment at MSO Wilmington. When it appeared that the operation would be ongoing, 100 reservists were then called up involuntarily for 90 days.

Reservists were employed as explosive loading supervisors and hazardous materials teams, boat crews, and maritime security teams. PS's, BM's, FS's, YN's, RM's, MK's and special agents filled the ranks of the MSO's expanded staff, providing 'round-the clock support. Junior officers with EIC 42 (Port Safety and Security) were called to stand CDO and OOD watches.

As operations shifted from Wilmington to Charleston, 35 reservists were transferred to MSO Charleston to assist in securing that loadout.

MSO Hampton Roads is now employing 45 reservists at Newport News Marine Terminal to help enforce a security zone for still another army loadout.

As *The Reservist* went to print, photographs from the operations at MSO Wilmington were not yet available. 

The Reservist will continue to bring you news of the CG Reserve's involvement in the Middle East conflict.

1st District



Narragansett Bay provides realistic setting for Sea Dragon '90

By PA3 P.J. Capelotti
RU COTP Providence

PROVIDENCE, R.I. — An eerily realistic setting on Narragansett Bay provided the backdrop for a mobilization exercise for Coast Guard Forces Providence May 12-13. As the exercise involved a presumed threat against operations throughout the Bay, CCGF Providence was ordered to secure the Quonset Point State Pier and the dock area around the Naval Construction Battalion Center Davisville, where members of the Seabees were loading hazardous cargo onto a Navy ship.

A security zone around five mothballed ships — three LNG tankers and two Navy cargo ships — was established by a 41-foot UTB from Station Castle Hill, a 22-foot UTL from Station Point Judith and 32309 from MSO Providence.

Petty officers from RU COTP Providence conducted mock boardings of the cruisers *Patience* and *Resolute*, which along with other Auxiliary vessels acted as aggressors.



Conference updates D1 reserve RMs

By RMCS Robert Santfournier,
RU First District

BOSTON, Mass. — RU First District joined with their active duty counterparts from First District (dtm), (ole) and (osr) to make the Reserve Communications Conference a resounding success and in the words of reservists who attended, "interesting, informative and long overdue."

The conference, held at First



District Headquarters May 19 and hosted by RU First District's staff, gave the 22 New England reserve radiomen who attended, the most up-to-date information in the radiomen's rating.

Topics covered were: how radiomen fit into the Maritime Defense Zone Atlantic strategy, security and personal clearances, correct procedures for using telecommunications equipment, determining false maydays, the new X.25 Packet Hybrid Data Network; and COMDTINST 16120.7, "Communications Watchstanders Procedures."



Members of the Marine Safety Division of RU St. Paul get last minute instructions before advancing on a fire.



Photo by ENS Dave Pleasants, RU St. Paul

Coast Guardsmen were "one of the better firefighting crews he's worked with." Brigade members were presented with CG hats by the newly trained firefighters.



2nd District



Firefighting "heats up" RU St. Paul

By ENS D. Pleasants, RU St. Paul

ST. PAUL, Minn. — What started as a cool, damp spring day, heated up considerably for some 2nd District Coast Guard reservists recently. Members of the Marine Safety

Up to the "2nd" news

RU Pittsburgh proved to be a valuable asset for MSO Pittsburgh during recent high water operations. They provided critically needed assistance following two separate barge breakaway incidents on the Monogahela and Ohio Rivers... RU Leavenworth provided seven reservists and three flood punts to assist local authorities in flood rescue operations conducted along the Blue River in Kansas City, Mo. May 16.



5th District



Reservists rescue fisherman


Information provided by
The Wave, June 27, 1990

INDIAN RIVER INLET, Del. — The reserve boat crew at Indian River Inlet CG Station was just about to begin lifesaving training and towing exercises on the morning of June 26 when a real distress call came over the airwaves — an Elkton, Md. fisherman was having an apparent heart attack 11 miles east of the Inlet.

Seconds later, the rescue team consisting of BMC Warren Walls, MK2 Randy Bradley (an active duty Coast Guardsman and also an Emergency Medical Technician), MKC Richard Kroeger, BM3 Keith Nevrincean and BM3 Clifford DeTemple made a feverish dash to a 41-foot UTB and were soon traveling more than 30 knots out to the charter boat *Orca* containing the fisherman.

Meanwhile, an HH65 Dolphin helicopter had been launched from the CG Station at Cape May, NJ.

Upon reaching the fisherman's craft, Bradley and BM3 DeTemple examined the fisherman and administered oxygen to stabilize the victim. Just minutes after that, the Dolphin arrived, and the fisherman was lifted into the basket and treated at the hospital. He was reported to be in good condition the following day.

The Coast Guard responds to 70,000 calls for Search and Rescue each year and a national average of 5,000 lives are saved each year. 

7th District



Whitbread Cup draws crowds and CG Reserve


By PS1 N. Calise, RU MSO Miami

FORT LAUDERDALE, Fla. — South Florida active, reserve and auxiliary CG personnel were summoned to man resources ranging in size from the CGCs SPENCER and EVERGREEN to RHIs during the Whitbread International Cup Sailing Race May 5. It is considered the largest waterborne event this area has ever experienced


Reservists from RU MSO Miami's Port Everglades Field Office and RU Station Ft. Lauderdale participated. A total of 22 racing yachts and their crews from 13 nations set course for Southampton, England to conclude the 32,932 mile race.

To bid farewell to the sailors on their first ever stopover at a North American port, an armada of some 1,500 to 2,000 vessels carrying in excess of 15,000 spectators onboard, braved five to seven foot seas to choke the coastline and the Atlantic Intracoastal Waterway area.

CG Reserve personnel were kept extremely busy. They were charged with facilitating vessel traffic and enforcing the special regulated area. Reservists also augmented nearly

40 escort vessels including local police, sheriff's marine, and harbor pilot craft. Skies above this historic event were as busy as the sea below, hosting nearly three dozen helicopters, small planes and a blimp. Units tallied almost 100 near boat collisions, 10 SAR cases, and crewmen from STA Ft. Lauderdale rescued the passengers of one capsized pleasureboat. Despite the flurry of activity, CG/CGR personnel successfully prevented property loss and personal injury. 

Welcome RU Clearwater

CLEARWATER, Fla. — RU Station Clearwater is the newest CG Reserve Unit. It was commissioned May 19. Their OPFAC number is 07-82483. Best wishes to Commanding Officer LCDR J.C. Acton and his crew. 

9th District



"Summer Stockers" aid in rescue

By CWO D. Waldschmidt, D9(dpa)

BELLE ISLE, Mich. — Four CG reservists and a seaman from Station Belle Isle rescued four men who were clinging to the hull of a capsized sailboat in Lake St. Clair July 16.


The crews consisted of: BM2 Steve Kurkowski, RU Lake St. Clair; SN John Richardson, Station Belle Isle; and "Summer Stock" reservists MK2 Bill Pierce, RU Philadelphia; BM3 Kevin Doyle, RU Merrimack River; and SA Christopher Butcher, RU Milwaukee. 



Photo by PA1 Ron Cabral, USCGR, D11 North

Crew members of RU Station Bodega Bay say so long to LT Bob Farringer, far right, and hello to CWO Bill Wharton, second from right, during the historic dual (regular and reserve) change of command ceremony that took place July 28. It is believed to be the first time in D11 history that a dual ceremony took place simultaneously.



First Call... to Quarters

Families of mobilized reservists eligible for CHAMPUS benefits

Families of reservists who are called to active duty during the current Middle East mobilization may become eligible for CHAMPUS benefits, as well as other military health care benefits, during the reservist's active-duty service.

In order for family members to be CHAMPUS-eligible, the reservist must possess orders to serve on active duty for more than 30 consecutive days. The CHAMPUS eligibility begins on the first day of the active-duty period covered by the orders.

CHAMPUS is the Defense Department's Civilian Health and Medical Program of the Uniformed Services. It shares the cost of covered civilian health care for the families of active-duty and retired military members. CHAMPUS itself does not determine the eligibility of people who use the program — the uniformed services make the determination.


Activated reservists themselves — like other active-duty service members — are not eligible to use CHAMPUS. Their health care needs are taken care of by their individual branch of service.

Before using CHAMPUS, family members must be listed in the DEERS computer data files. DEERS is the Defense Enrollment Eligibility Reporting System. It contains the names of all persons eligible for military health care benefits. The names of reservists' eligible family members will be entered into the DEERS lists for CHAMPUS eligibility, based on information provided by reservists to their local reserve centers and reserve units. For more information on DEERS, see the July 1990 *Coast Guard Reservist*, Page 12.

Military identification cards will be issued to dependents who need them, and CHAMPUS eligibility will be indicated on the back of the cards.

Families who have private health insurance in addition to CHAMPUS eligibility must submit claims for civilian health care to their other health insurance before filing with CHAMPUS. When the other health policy has paid everything it is going to pay, a claim may be filed with CHAMPUS for cost-sharing of the remaining charges for covered care.

New CHAMPUS-eligible family members can get information and help with questions about CHAMPUS,

and about military medical benefits in general, from the Health Benefits Advisor at the nearest uniformed services medical facility. The Health Benefits Advisor can provide CHAMPUS claim forms, handbooks, fact sheets and other publications, and can explain where to send the completed claims. 

Reserve Dependent Hotline Numbers

Here is a listing of numbers available on a 24-hour basis to support the dependents of Coast Guard Reserve members ordered to active duty in excess of 30 days. These numbers are provided as a means to quickly confirm the active duty military status of a Coast Guard Reserve member.

This may be necessary in the event the dependent requires immediate medical care in locations not supported by a military treatment facility, and that the dependents cannot be confirmed as eligible for benefits through normal DEERS procedures due to unusual circumstances.

Such circumstances could be: all identification lost or stolen; reservist's social security number is not available; or a reservist's unit is in Georgia, but medical care is required in northern Minnesota.

<u>District</u>	<u>City</u>	<u>Number</u>
1st	Boston, Mass.	(617) 223-8555
2nd	St. Louis, Mo.	(314) 425-4617
5th	Portsmouth, Va.	(804) 398-6231
7th	Miami, Fla.	(305) 536-5611
8th	New Orleans, La.	(504) 589-6225
9th	Cleveland, Ohio	(216) 522-3984
11th	Long Beach, Calif.	(213) 499-5380
13th	Seattle, Wash.	(206) 442-5886
14th	Honolulu, Hawaii	(808) 551-2500
17th	Juneau, Alaska	(907) 586-7340

Have a Question?

Call the CG Reserve Hotline



1-800-283-USCG



CGR turns 50 in 1991

What is your unit planning to help celebrate? Here are some ideas

By LTJG J.L. Brothers, G-RS-1

Now that the hoopla surrounding the Coast Guard's bicentennial has passed, it is time to consider how we may recognize the upcoming Coast Guard Reserve 50th Anniversary. On Feb. 19, 1991, the Coast Guard Reserve will enter its 50th year of distinguished service.

We are proud of our membership in this exclusive organization, and recent events such as: the providing of disaster relief in the wakes of Hurricane Hugo, the San Francisco earthquake, and Ohio river flooding; our environmental response efforts at Valdez, Huntington Beach, Narragansett Bay, and in the Gulf of Mexico; and our military readiness and capability as displayed in recent load-out operations in Jacksonville and Savannah further validate our feelings of collective self-esteem.

Beginning in February of next year, we will look for greater promotion of the Coast Guard Reserve story through increasing public awareness of our contributions to the safety and security of the country and its citizens. At Headquarters, we intend to promote the CG Reserve and its anniversary through increased submission of articles to various publications, as well as by bringing the CG Reserve's missions and accomplishments to the attention of the legislative and executive branches of government and to various non-governmental organizations such as the Reserve Officers Association, and the Naval Enlisted Reserve Association.


In the organization of planned events, however, we must look to the field for volunteers to organize events and occasions in which to recognize our anniversary. These events need not be on a grand-scale. Coast Guard Reserve displays, video tapes, and slide shows to be dis-

played at local libraries, community centers, and schools within your local communities, may be appropriate methods of recognizing our birthday.

If you are an avid reader of periodicals such as the *Armed Forces Journal*, the *ROA's Officer Magazine*, the *Navy Times*, or even the *Readers Digest*, you may wish to consider developing an article on the CG Reserve. If you are experienced at public speaking, you may wish to perform some volunteer recruiting at the local high school or college during their career days. If you have connections at a local television or radio station you may wish to encourage their coverage of some CG Reserve activity or to provide air time for a public service announcement about the CG Reserve and its commitment to the community. You might request that your district's annual ball recognize the birthday of the CG Reserve, and volunteer to serve on its planning committee.

These are just a few ways in which you may make a personal contribution to helping to recognize your CG Reserve's 50th Anniversary. Be original, try something new and then, please send information concerning your planned events to the editor of *The Reservist*. In publicizing your event you may help to spark some related ideas, or may help to serve as an advisor to someone else planning a similar event.

In addition, you may contact the 50th Anniversary Coordinator, LTJG Brothers in COMDT (G-RS-1), comm. (202) 267-2539, for HQ assistance in obtaining CG artwork; to request the services of the CG Band or Honor Guard for your event; or to arrange inter-district coordination on projects; or simply to obtain information, and in some cases, limited funding for your event.

This is a great opportunity to display our pride in our Reserve, its auspicious history, and its certain future. Now, let's get out there and "blow our horn!" 

Golden Anniversary Promotional Materials

The Office of Readiness and Reserve has developed a slide show depicting the many missions of the CG Reserve, and copies of the slide show and script may be obtained at your Reserve Group Office in November. A CG Reserve historical video is currently in the developmental stage and we plan to make copies of this available at your district Reserve office on a loan-out basis.

For special 50th Anniversary emphasis, a CG Reserve logo was commissioned by RADM John N. Faigle, Chief, Office of Readiness and Reserve, and it was unveiled by Secretary Skinner in February of 1990. This logo is being reproduced in the form of decorative wall plaques and a poster, both to be distributed sometime in late November or early December.

A limited number of four-color separations (negatives) — suitable for the development of ball-caps, t-shirts, line-art, etc., — will be distributed to district Reserve offices in November, where they will be available for unit use. Vendors wishing to produce 50th Anniversary memorabilia may contact Commandant (G-RS-1), (202) 267-2539, to obtain a personal copy of the four-color separation (negatives) for a minimal charge of \$28.

While *The Reservist* is unable to print advertisements, we will serve as a clearinghouse for people interested in buying or selling 50th Anniversary items. Drop a line to the editor, briefly describing the item, and providing a business mailing address. We will run a list of items and vendors in *The Reservist* on a periodic basis.

Golove Senior Reserve Flag

RADM Fred S. Golove became 18th Senior Reserve Officer July 1

By LCDR L.M. Farrell, G-RS-1

On July 1st, RADM Fred S. Golove became the U.S. Coast Guard's 18th Senior Reserve Officer. As Senior Reserve Officer, U.S. Coast Guard, RADM Golove heads more than 21,000 Coast Guard reservists nationwide, and serves as the Senior Reserve staff officer for both the Commandant and the Chief of Staff.

A native of Brooklyn, N.Y., RADM Golove is also Senior Reserve Officer, Coast Guard Atlantic Area, and Deputy Commander (mobilization), U.S. Maritime Defense Zone Sector Six.

During his Coast Guard Reserve career, RADM Golove has commanded nine major organizations, including: Coast Guard Reserve Groups Atlantic Area; Captain of the Port, New York; and Long Island Sound. He has served in virtually every Coast Guard reserve unit management position, as well as a number of strategic planning and organization development special assignments at Coast Guard

Headquarters, Atlantic Area and districts, as well as with U.S. Maritime Defense Zone Atlantic. In the civilian sector, RADM Golove is employed by the IBM Corporation as Program Manager, Executive Consulting Operations.

A 1961 graduate of the U.S. Coast Guard Academy, RADM Golove served on active duty aboard the Coast Guard cutter ANDROSCOGGIN (WHEC 68), and at

Coast Guard Marine Inspection Office, Houston, Texas. He is a graduate of courses at National Defense University, the Naval War College, and the Army War College, and his many decorations include the Meritorious Service Medal and two Coast Guard Commendation Medals.

When asked what he hopes to accomplish in his current positions, RADM Golove stated: "I'm working to help the Coast Guard be better prepared to respond to all its missions by more fully incorporating our reservists in every mission area. This is already being done in some districts, and I am hopeful that, within the next two or three years, reservists will be augmenting the active duty in every mission area."

RADM Golove lives in Stamford, Conn., with his wife Sandra and three of their five children.



RADM Fred S. Golove

Start training now for CIOR competition

By LTJG M. Pittman, G-RST-1

CIOR is an international competition for reserve officers consisting of land and swimming obstacle courses, orienteering and marksmanship. All reserve officers (except warrant officers and those selected for integration) may compete. This includes reservists on active duty.

Successful competitors are usually strong all-around athletes with good upper body strength. You need not be an expert marksman or even have past experience in orienteering. Excellent coaching, provided during training/team selection camp, will sharpen your skills to a razor's edge.

The orienteering competition requires use of a compass and map to find a series of check points while running through woods and rugged terrain. The event is performed in fatigue uniforms and combat boots at an average speed of seven minutes per mile. You'll be jumping over fallen logs, stumps and dodging low-lying branches.

The marksmanship competition tests skills with pistols, automatic rifles and submachine guns of the host country. The obstacle courses, both swimming and land, require you to climb, crawl, swim and dive over or through various structures.

Start training now! If

you are in peak physical condition and can meet all of the screening criteria, then you have a good chance of making the team. For more information, call LTJG Mike Pittman at (202) 267-0629.



U.S. Army Photograph

LCDR Malvin Harding of Reserve Group Portland goes up and over the "four steps" during CIOR competition at Calgary. Lcdr Harding, the only USCG selectee this year, and his three-man squad placed second in orienteering and fifth overall. They were the only U.S. team in the top five.

Fit for Duty — Fit for Life



Weighing the Risk

What excess weight does to your heart

Maintaining your ideal weight can do more than just enhance your self-image. Staying within the appropriate weight range for your height, age, sex, and body type can also reduce your risk of cardiovascular disease. You see, those extra pounds and ounces not only stress your zipper, they stress your heart, too.

A weight on your heart

For every extra pound of body fat you carry, your heart needs to pump blood through an extra mile's worth of blood vessels — an immense burden on your heart. Obesity also increases your likelihood of developing atherosclerosis (fatty deposits on the inner walls of the blood vessels), diabetes, and high blood pressure, all of which put you at greater risk for heart attack and stroke. Obesity also makes it more difficult for people to remain active; the more sedentary your lifestyle, the greater your risk of heart disease. Fortunately, by reducing your weight to normal levels, you can also reduce your risk of developing these disorders.

The diet-exercise link

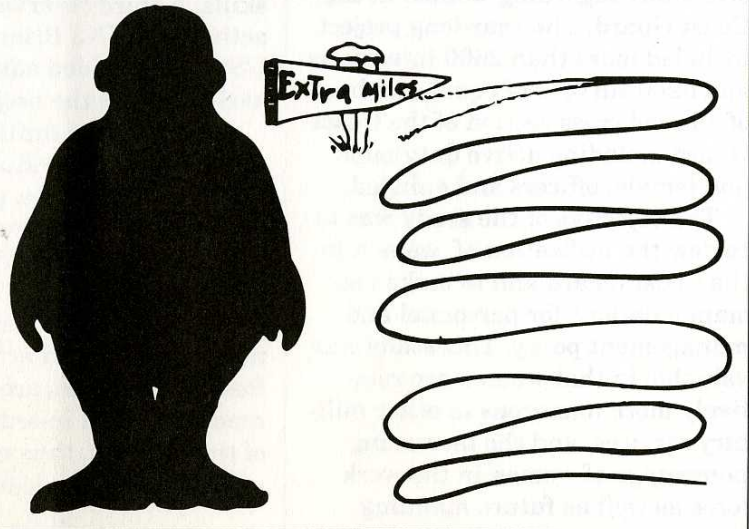
An imbalanced diet and lack of exercise are two main causes of overweight. These same habits are also



Photo by YN2 A.R. Kramer, G-CAS-1

Over 8,000 participated in the Race for the Cure, a 5K race in the nation's capital to raise awareness and funds for breast cancer research. Several reservists from RU Headquarters (G-CAS) also participated in the June 16 race. Pictured left to right: DP2 Yvette Trantomano, DOT Secretary Samuel Skinner, LCDR Clyde Reid, Commanding Officer, RU Headquarters (G-CAS), LCDR Hal Creech and YN3 Lucia Rogers.

25 EXTRA POUNDS = 25 EXTRA MILES



For every extra pound of fat you carry, your heart needs to pump blood through an extra mile's worth of blood vessels.

major factors in heart disease risk. High fat diets contribute excessive calories (which can result in overweight) as well as fatty deposits that build up on arterial walls (atherosclerosis). Lack of exercise results in fewer calories being burned (hence a greater likelihood of gaining weight), may decrease the body's ability to use oxygen, is associated with higher levels of heart-damaging LDL cholesterol, and is known to negatively affect blood pressure.

Reducing the risk

If you're motivated to control your weight for your heart's health, don't diet! Weight-reduction diets rarely work. Instead, begin to incorporate a healthy, balanced eating plan with a regular program of heart-strengthening aerobic exercise. According to the American Heart Association, the healthiest diet is one that limits sodium to no more than 3,000 mg. a day, cholesterol to no more than 300 mg. a day, and fats to no more than 30 percent of your daily caloric intake.

The AHA also recommends that non-alcoholics use alcohol in moderation only, not to exceed one and one-half ounces of alcohol per day. In order to reap the benefits of aerobics (for both weight control and heart health), it's important to exercise vigorously for at least 20-30 minutes three to five times a week.

If you need assistance in developing your personal diet/exercise plan, consult with your healthcare professional, a registered dietitian, nutritionist, and/or exercise physiologist to help you get started.



Women in the Coast Guard study completed

By LCDR Janice Gray, G-Pdp-2

Recently, the Coast Guard Chief of Staff approved the findings and recommendations of a comprehensive study regarding women in the Coast Guard. The year-long project included more than 2600 interviews and 5200 surveys of equal numbers of a broad cross section of the Coast Guard including active duty male and female, officers and enlisted.

The objective of the study was to review the utilization of women in the Coast Guard and to make recommendations for personnel and management policy. This study was valuable in that women are relatively more numerous in other military services, and the increasing percentage of women in the work force as well as future manning requirements create the need to increase women in the Coast Guard.

Commenting on the report, ADM J. William Kime, Coast Guard Commandant has said that he is concerned about retaining the women we have, as well as increasing the number of women in the Coast Guard and that he strongly supports this study. Commandant (G-P) has an implementation plan and training direction which should pro-

vide direction to the field soon.

The study, officially titled *Women in the Coast Guard*, was authored by CDR Sandra H. Carey, USNR, and coordinated by LCDR Janice L. Gray, USCGR. Both were selected for their civilian expertise in social research and interviewing skills. A third reservist brought on active duty, YN3 Brian Marion, USCGR, provided administrative assistance for the project.

In addition to fulfilling a priority of the Service, the study group also provided significant, positive exposure from the Reserve Program.

The report on the findings and recommendations (COMDTPUB 5312.17) has been distributed to the field. Coast Guard active duty and Reserve members are encouraged to read the report in order to be aware of the findings, thus making good use of the lessons learned.



Reservist deadlines

Please submit materials for *The Reservist* by the following dates:
Friday, Oct. 26 for December '90
Friday, Nov. 23 for January '91
Friday, Dec. 28 for February '91
Friday, Jan. 25 for March '91
Friday, Feb. 22 for April '91
Friday, March 29 for May '91
Friday, April 26 for June '91

Campaign Drug Free: join the war on drugs

You may not be in a position to make drug busts like some members of the Coast Guard, but you can join in the war against drugs right in your community. Now that kids are back in school, join in the war on drugs through Campaign Drug Free. Whether you're an officer or enlisted, you can begin a CDF program at schools in your area to educate young people to fight the threat of illegal drug use.

Districts one, two, five, seven and nine have reserve units that have launched successful programs — reaching hundreds of students. All it takes is a little time out of your schedule, a couple of calls to local elementary schools and a personal visit in uniform to make your presentation.

In CG blue, you are a positive role model, and as you discuss the destructive forces caused by illegal drug use, you can change lives for the better. CDF is a volunteer program, and as such, must not interfere with augmentation or training.

Interested? Contact your unit commanding officer or contact LTJG Pittman, G-RST-1, at FTS 267-0628 or commercial (202) 267-0628.



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